

MINUTES
ENVIRONMENT AND NATURAL AREAS ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room #2
May 15, 2019 at 6:03 p.m.

Present: Chair: Councillor Rebecca Mersereau

Members: Alfred Birch, Kevin Brown, Al-Nashir Charania, George Klima, Ryan Senechal and Carmel Thomson and Emily Truman.

Staff: Adriane Pollard, Manager Environmental Services, Lesley Hatch, Manager of Underground Services, and Jeff Keays, Committee Clerk

Regrets: Kyle Empringham

MINUTES

MOVED by A. Charania and Seconded by E. Truman “That the minutes of the Environmental and Natural Areas Advisory Committee meeting held April 17, 2019, be adopted as amended.”

CARRIED

CHAIR’S REMARKS

The Chair gave an overview of the evening’s agenda before inviting the first staff presentation.

UPDATE: EV CHARGING STATION - ENGAGEMENT RESULTS

The Senior Sustainability Planner provided the committee with an update on engagement efforts and the recommended approach for the Electric Vehicle Charging in New Developments. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from PTED at the January 8, 2018 meeting of Council.
- In 2017 Council adopted new long-term targets for renewable energy (100% by 2050) and GHG emissions (80% reduction by 2050 over 2007 levels).
- March 25, 2019 Council declared a climate emergency.
- Provincial Zero Emissions Vehicle (ZEV) Mandate
 - Supply side policy.
 - ZEV mandate bans sale of new internal combustion engines by 2040 (for passenger vehicles and light duty trucks)
- Personal transportation accounts for 58% of Saanich’s GHG emissions.
- A 90% uptake of EVs for personal transportation can help Saanich achieve a 17% decrease in GHGs, coupled with the electrification of 50% of the commercial fleet (totaling a 3.5% reduction) results in ¼ of Saanich’s target.
- Local governments have an important role in facilitating access to charging (home and on the go)
- A recap of the Phase 1 – which utilized surveys and workshops both for the public and development industry in order to provide info on EV perceptions – identified the following

key findings:

- 27% of people living in multi-family residences said access to a charging station was their largest barrier to market entry.
- Legal, social and cost barriers are making retrofits extremely challenging for Saanich residents living in Condos
- Prioritizing EV adoption for climate action (top priority for 41% of survey respondents)
- Developing an EV-Ready requirement for new construction (supported by 92% of respondents)
- The local development industry has experience with installing EV infrastructure in recent development (63% of respondents)
- Cited cost as a major barrier (44% of respondents)
- Thought demand for EVs would be moderate to high in the next five years (50%) or 10 years (76%)
- supported EV-ready regulations in the Capital Region (68% of respondents)
- The proposed approach was informed by feedback from Phase 1 of the EV industry engagement, and a review of municipal (BC) best practices.
- Options were evaluated using the following evaluation criteria:
 - Minimized upfront cost for developers
 - Simple for the strata or property owner to administer
 - Climate action and “future-proofed” buildings and transportation system
- The minimum standards for institutional, commercial and industrial also considered:
 - Estimated proportion of stalls used by employees parking on site
 - Expected dwell-time for public users
 - Estimated proportion of users that would be driving long distances (>75km) to that location
- Key Considerations:

EV Energy Management Systems	Cost of Infrastructure	Affordability
<ul style="list-style-type: none"> • Electric Vehicle Energy Management Systems (EVEMS) enable power to be shared/prioritized between chargers. • EVEMS tech. facilitating the installation of Level 2 chargers in multi-fam. developments. • Reduces electrical capacity requirements and associated development costs as compared to dedicated circuits • Up to performance of L2 charging • Manages peak load; reducing utility costs • Can facilitate billing • Local Govts. can specify min. performance standards, ensuring adequate charging 	<ul style="list-style-type: none"> • City of Richmond Costing Study - Energy Management Systems provided the best performance for least cost. • Level 2 chargers and allowed up to 4 chargers per circuit provided the best performance at the lowest cost. • Saanich’s townhouses and mid-rise archetypes are similar to study, costs of electrical infrastructure is comparable. • Costs are likely to be less in Saanich, given lower daily driving distances and lower performance standard (6-way, Saanich vs. 4-way sharing in Richmond). 	<ul style="list-style-type: none"> • Many EVs are already more affordable - largely due to declining battery costs - than their gas counterparts when accounting for operational costs have continued to drop • According to the latest Bloomberg New Energy Finance Forecast (2019), the purchase price of EVs will be similar to gas models by 2022. • A BC Hydro Report <i>Unplugged: Myths block road to the electric car dream</i> identifies that the Chevy Volt (\$3,299) is \$999 less than the Chevrolet Spark (\$4,298) in ownership costs over the first five years of ownership

- Proposed Approach: Residential
 - Enable all new residential development to be equipped with electrical infrastructure that facilitates easy and cost-effective access to electric vehicle charging at home.
 - Single-Family, Duplex and Townhouse: Require 1 on-site parking space per unit to be energized (Level 2). *Will not be triggered by the addition of a garden or secondary suite.
 - Require all off-street parking spaces in multi-family developments to be energized (Level 2), excluding visitor parking. A minimum performance standard must be achieved where an EVEMS is employed.
- Proposed Approach: Institutional, Commercial, and Industrial (ICI):
 - Increase available public and workplace charging for EV owners on the go or without access to charging at home.
 - Proposed approach is to modify off-street parking requirements table (Section 7 of Saanich Zoning bylaw) with 3 additional columns to tailor requirement to specific land use needs:
 - a) Minimum energized spaces (expressed as % or whole number)
 - b) Of the energized spaces, number of EVSE (Stations) that must be installed
 - c) Minimum charging level indicates if load management is allowable (L2M)
- Phase 2 Engagement Key findings: Residential
 - General agreement for 100% energized outlets using EVEMS to reduce cost.
 - EVEMS is unfamiliar, concern costs would be higher than projected.
 - Social housing providers concerned about impact on housing costs; however, others felt that *not* providing EV charging in social housing will exacerbate inequities in the future.
 - Incentives should be considered for social housing.
 - Secondary and garden suites should not be exempted given use as short term/vacation rentals and protection of access for renters.
 - A reduction in overall parking requirements would assist developers in achieving the EV requirement.
- Phase 2 Engagement Key findings: ICI
 - General agreement and support with requirement, and the approach of having different standards per building type
 - The 5% requirement may be too low, feedback on specific land uses that could be higher (e.g. retail, workplace, vacation destinations, etc.) should be sought.
 - Some suggested a balance of Level 1 and Level 2 be considered
- The proposed start/implementation date is January 1, 2020
 - Overall support for this date for single family/townhouses.
 - Some respondents felt start date should be phased in more slowly to support capacity building and pre-planning for larger development.
 - Saanich/CRD should assist with industry-wide education.
 - Consistency across CRD is important.
 - Ensure mechanism in place to have users pay for electricity use.
- Upon the completion of Phase 2 engagement the following amendments are being considered:
 - Offer a bridging mechanism for Social Housing to access funding through the Affordability Fund (CACs) on an as-needed, case by case basis.

- Include secondary and garden suites.
- Push back start date for a) all building types or b) multi-family building types to June 1, 2020.
- Allow those developments with development permits prior to January 1, 2020 to be exempted for a set grace period (e.g. 1 year).
- Increase the minimum energized or minimum stations installed for some ICI uses (will still not exceed 5% in any land use).
- Next Steps:
 - Follow up conversations with Technical Safety BC, BC Hydro, BC Housing, and other key stakeholders on technical, process, or training questions that were raised
 - Finalize amendments to proposed EV-Ready requirement.
 - Bring recommended approach to Council for consideration and adoption by Q3 this year.

Committee discussion ensued, the following was noted:

- Garden and secondary suites have been recommended for exclusion to due in part to the desire to maintain relative affordability, and associated matters arising from layout and site orientation.
- The infrastructure will be maintained by the owner.
- Bylaws could be considered to ensure the maintenance of public charging stations.
- Considering the long-term cost implications for electricity, insurance, taxes etc., will there be an uptake on the part of both residents and the development industry.
- EVEMS will result in savings in the short-term, when compared to gas powered vehicles, these savings will outweigh the potential cost increase of installation.
- A full retrofit of a building is cheaper than incremental retrofits.
- A Gender Based Analysis tool could be utilized to maximize impact.

MOTION

MOVED by C. Thompson and Seconded by R. Senechal, “That of the Environmental and Natural Areas Advisory Committee receive the Electric Vehicle Charging in New Developments: Update on engagement and recommended approach.”

CARRIED

COMMITTEE PRIORITY MONTHLY DISCUSSION: STORM & WASTEWATER MANAGEMENT

The Chair introduced Lesley Hatch, Manager of Underground Services, who provided the committee with a high-level overview of the District’s stormwater management policies, initiatives and projects. The following was highlighted:

- The Department’s guiding legislation and policies are the BC Environmental Mgt. Act and the Core Area Liquid Waste Management Plan (The Plan).
- The Plan covers matters related to:
 - Ocean outfalls (discharge)
 - Stormwater management
 - Water sampling (CRD has jurisdiction)
 - Harbour Management
 - Watershed Protection, and

- Source Control
- CRD water sampling is a touch point for Saanich staff.
- Issues identified are reported to, and actioned by, the District.
- The CRD's water quality report underscores the importance of managing and meeting targets related to outflows.
- Saanich relies on a number of Bylaws to help manage stormwater, including (but not limited to): the Drain Connection Bylaw; Sub-division Bylaw and Watercourse and Drainage Bylaw.
- Schedule H of the Sub-division Bylaw No. 7452 identifies two categories of land with regard to the engineering standards related to stormwater management. These categories are: Colquitz and Waterfront.
- Council's Strategic Plan provided direction for the development of a Master Drainage Plan.
- Staff are currently analyzing baseline data to develop a foundational model. The foundational model will be used to shape the plan going forward.
- Climate change considerations will be included in the updated Schedule H of Bylaw No. 7452.
- Infrastructure applications will now consider climate change.
- The District has made a concerted effort to replace or reline wood stave underground pipes.
- The creeks and waterways project will include funding programs for shoreline erosion, infiltration and stabilisation programs.
- Staff have recently completed work on the Stormwater Asset Management Plan.
- The cost associated to the plan is approximately \$3.5M. 80% of the required funds are in place.
- The District will look to the Investing in Canada Infrastructure plan to secure funding for stormwater infrastructure improvements.
- Staff routinely liaise with the CRD with regard to spill management and mitigation and waterway maintenance.

THE MISSING MILLIONS: BC'S BEVERAGE CONTAINER LEGACY

The Chair introduced Katherine Metz of the Bottle Depot, who provided the committee with an overview of the Ocean Legacy Foundation's (OLF) 2019 report, British Columbia's Beverage Container Legacy: The Missing Millions. The following was highlighted:

- From the Bottle Depot, and acting as advocates for the OLF's report.
- 8 million tonnes of plastic is deposited into our oceans and waterways globally.
- 43% of this is single-use, disposable plastics such as beverage containers, caps and straws.
- The amount of plastics in the ocean is expected to double by 2035.
- Neither voluntary action nor market forces are addressing the crisis.
- Concerted leadership efforts are needed to reduce beverage container litter.
- British Columbia was the first jurisdiction in the world to adopt a regulated beverage container deposit refund system; this regulated approach has been adopted in all the leading jurisdictions around the world.
- Despite BC's efforts over one million beverage containers go "missing" in BC every day.
- 387,000,000 containers went missing in 2017.

- ENCORP is non-profit organization which manages the recycling of beverage containers and electronic devices in British Columbia.
- ENCORP has 172 locations operating across the province.
- ENCORP's regulated target for returns is 75%. In 2017 the rate was just 75.8%
- BC's regulated beverage container deposit refund system is 50 years old now.
- There have been no significant updates to the system in 15 years.
- The current deposit rate of \$0.05 is 50 years old.
- Call to Action – Five recommendations for consideration
 1. Raise regulated deposits to a level that incents people to recycle their beverage containers
 2. Expand the system to include all types of beverage containers
 3. Require products to collect and report on beverage container caps
 4. Raise regulated collection targets
 5. Enforce regulated targets in meaningful ways
- An examination of other jurisdictions currently employing higher deposit and return target, indicated that they are achieving higher return rates.
- Among Canadian jurisdictions (operating in similar regulatory environments), both Alberta and Saskatchewan, both of whom have set \$0.10 as the deposit rate, are seeing a much higher return of over 80%.
- Jurisdictions in Europe have an average deposit rate of approximately \$0.30, with recovery rates routinely reaching over 90 %
- Germany has achieved a 98% recovery rate, their deposit rate is \$0.37.
- There is tangible and demonstrable proof that higher deposits result in higher returns.
- It is important to ensure BC's regulated deposit refund rates are set at a level that make the returns worthwhile. .
- With respect to higher regulated targets, we are recommending targets similar to those in other Canadian jurisdictions.
- A focus on target compliance and enforcement is imperative that we want to meet our targets.
- Additional enforcement tools for missed programming targets by producers should be considered, and implemented.

Committee discussion ensued, the following was highlighted:

- It is evident that more education is needed.
- Recycling should be more convenient.
- It is estimated that the missing million result in \$50,000 in lost capital/capital flight each day. This money could be going back into BC's economy.
- The stats cited in the presentation are from Recycle BC.
- The dairy industry lobbied to have their vessels excluded from the deposit regulations, and as a result of these efforts, are classified as packaging.
- It is most likely that the majority of the missing millions are simply being disposed of in municipal garbage containers (street side, parks and facilities).
- It is possible that there is collective recycling fatigue, what can we do to mitigate this?
- The process of recycling should be made simpler for all users.
- Additional tools that could be considered to offset not only the environmental impacts, but also the health impacts related to the consumption of high-sugar beverages should be consider in concert with any recommendations to the province.

MOTION

MOVED by R. Senechal and Seconded by K. Brown, “That of the Environmental and Natural Areas Advisory Committee recommend that Council:

- A. Endorse the following recommendations:**
 - 1. Raise regulated deposits to a level that incents people to recycle their beverage containers**
 - 2. Expand the system to include all types of beverage containers**
 - 3. Require products to collect and report on beverage container caps**
 - 4. Raise regulated collection targets**
 - 5. Enforce regulated targets in meaningful ways; and further,**
- B. Send correspondence to the Province requesting that they consider the recommendations, as well as an increase in public education with regard to recycling.**

CARRIED

COMMITTEE ROUNDTABLE

An Environmental Policy Framework for Saanich:

The committee continued their discussion on the April 14, 2019 Environmental Policy Framework for Saanich presentation.

In response to a question from committee the Committee Clerk stated:

- A motion to receive is procedural in nature, there is no resulting direction or actions.
- Committee can make recommendations to Council for their consideration; however, advisory committees do not have authority to provide direction Council.

Committee discussion ensued, the following was noted:

- A resolution recommending that Council consider the six (6) identified next steps would be appropriate.
- The six (6) identified next steps are:
 - 1. Initiating the policy gap analysis
 - 2. Preparation of the website and background documents for the public
 - 3. Preparation of the contracts for the consultants
 - 4. Assembly of the Technical Advisory Team
 - 5. Initiating public engagement efforts to set objectives
 - 6. Increase stewardship opportunities
- The next steps will inform the future direction of the framework.
- If adopted by Council, the work associated to these steps would be undertaken over a six month period.

MOTION

Moved by C. Thompson and seconded by K. Brown, “That the Environment and Natural Areas Advisory Committee recommends that Council consider the six (6) next steps as identified in the April 14, 2019 Environmental Policy Framework for Saanich presentation.”

CARRIED

ADJOURNMENT

The meeting adjourned at 8:03 PM

NEXT MEETING

Next meeting is scheduled for June 19, 2019

Councillor Mersereau, Chair

I hereby certify these Minutes are accurate.

Committee Secretary